



SAFETY Network

November 2008

www.michigan.gov/ohsp

Michigan's safety belt use rate jumps to 97.2 percent

A second safety belt observation survey at the end of the summer revealed belt use in Michigan has jumped yet again this year to 97.2 percent, according to a just-released direct observation statewide survey provided by the Wayne State University Transportation Research Group. An earlier study, conducted after the Memorial Day weekend, showed belt use had increased to 96.2 percent.

Michigan's belt use rate far exceeds the national average. While more Americans are buckling up than ever before, the national rate stands at 83 percent of vehicle occupants using seatbelts during daylight hours. In 2007, 82 percent of the U.S. used seat belts.

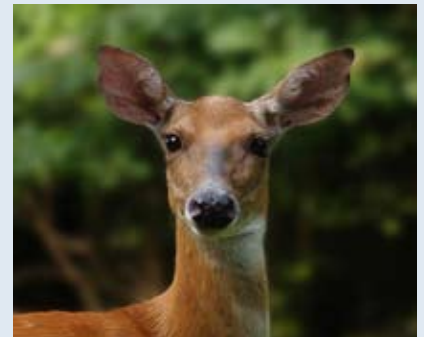
The Michigan Office of Highway Safety Planning, which tracks belt use annually, will need the full report details to determine what may have led to the increase

from last year's 93.7 percent belt use rate. Belt use may have received a bump when Michigan's new booster seat law took effect July 1 this summer.

Safety belt enforcement zones have made the enforcement effort far more visible to motorists. The use of a sign announcing the zone alerts all passing motorists that officers are focusing on safety belt use.

In the last five years, belt use in Michigan has risen by 12.4 percent. That translates to an 82 percent reduction in non-use: meaning four of every five people who were not buckled up in 2003, now wear safety belts.

In 2007, Michigan was one of 10 states with a safety belt use of 90 percent or higher. Hawaii had the highest belt use at 97.6 percent last year.



How to use the data tool to map deer crashes

Fall is the time when the majority of vehicle/deer crashes occur with October and November being the peak months. Deer crashes may be mapped using the Michigan Traffic Crash Facts query tool at

Continued on page 4 >

Ninety percent of Michigan school buses pass annual inspection



Ten vehicle safety inspectors with the Michigan State Police (MSP) Traffic Safety Division have completed the annual, 198-point safety inspection of all public and private school bus fleets in the state.

Of the 17,220 school buses inspected during the 2007-2008 school year, 90 percent or 15,503 buses passed.

This represents an increase from 2007, when 89 percent or 15,448 buses passed inspection.

A Certificate of Excellence was presented to 384 school districts whose fleet achieved a 100 percent pass rate.

An additional 56 districts received between 95 and 99 percent pass rates for their fleet.

Buses that do not pass the inspection receive either a yellow or red tag. Yellow-tagged buses may continue to operate as long as the identified defect(s) is repaired within 60 days. A red-tagged bus is immediately

placed out-of-service and cannot be used to transport pupils until the defect(s) is repaired.

During the 2007-2008 school year, MSP vehicle safety inspectors placed yellow tags on 344 buses, which represents two percent of the buses inspected, and red tags on 1,373 buses, representing eight percent of the buses inspected.

The Pupil Transportation Act (P.A. 187 of 1990) mandates the MSP inspect each school bus annually. The complete results by school district are available on the MSP Web site, www.michigan.gov/msp.

SAFETY Network



Future Federal Grant Programs WILL Focus on Performance, Accountability

Michael L. Prince, Director, Office of Highway Safety Planning

With the current federal transportation program funding expiring at the end of 2009, states have shifted their focus to what is expected to be another extended negotiation on the next Transportation Reauthorization process.

The last Surface Transportation Reauthorization legislation, the Safe, Accountable, Flexible, Efficient, Transportation Equity Act: A Legacy for Users (SAFETEA-LU), was enacted August 10, 2005. SAFETEA-LU authorized funding for the federal surface transportation programs for highways, highway safety (including behavioral traffic safety programs for state highway safety offices like OHSP), and transit programs for the five-year period of 2005-2009. It is quite simply, the life's blood of our program from the federal government. It comprises approximately half of OHSP's total \$30 million dollar program budget, (the rest consisting of the state Secondary Road Patrol Program and the state Truck Safety Fund).

Whether you are a law enforcement agency receiving a traffic grant from OHSP, a court receiving funding for a sobriety court program, or a health department receiving funding to provide child safety seats to low-income populations, this legislation is the source.

The "fuel," for lack of a better term, for many of our traffic safety achievements over the past five years has been funding provided by the reauthorization process. These achievements include:

- » 12.5 percent increase in safety belt use;
- » 24 percent reduction in traffic injuries;
- » 23 percent reduction in alcohol-involved fatal and serious injury crashes;
- » 24 percent reduction in intersection crashes;
- » 48 percent reduction in fatalities and serious traffic injuries to children 0 to 8 years.

While the funding is the "fuel," the many traffic safety supporters and advocates from law enforcement, engineering, emergency medicine, and education are the "engine." None of these achievements would have been possible without a tremendous level of teamwork, commitment, and dedication from all levels within the state including government, non-profits, and the private sector.

With that in mind, what awaits us for the next federal funding cycle, and how will it impact state and local agencies that are recipients of behavioral traffic safety funding from state highway safety offices?

Whether you are a law enforcement agency receiving a traffic grant from OHSP, a court receiving funding for a sobriety court program, or a health department receiving funding to provide child safety seats to low-income populations, this legislation is the source.

One of the most prominent themes is the incorporation of greater levels of "performance and accountability" into funding decisions by the states. A review of reports released by the Government Accountability Office (GAO) over the last five years support this conclusion.

A GAO report released in July of 2008 encouraged NHTSA to develop a minimum core set of reporting requirements for states and include additional performance measures.

In August of this year, NHTSA released new minimum performance measures that will take effect in FY10. The minimum set consists of fourteen performance measures,

including ten core outcome measures, one core behavior measure, and three activity measures. NHTSA will use these to report to Congress the effectiveness of NHTSA-funded programs through the state highway safety offices. These measures include:

1. Number of fatalities
2. Number of serious injuries
3. Fatalities/Vehicle Miles Traveled
4. Number of unrestrained passenger vehicle occupant fatalities, all set positions
5. Number of fatalities in crashes involving a driver or motorcycle operator with a BAC of .08 and above
6. Number of speeding-related fatalities
7. Number of motorcyclist fatalities
8. Number of unhelmeted motorcyclist fatalities
9. Number of drivers age 20 or younger involved in fatal crashes
10. Number of pedestrian fatalities
11. Observed seat belt use
12. Number of safety belt citations issued during grant-funded enforcement
13. Number of impaired driving arrests made during grant-funded enforcement
14. Number of speeding citations issues during grant-funded enforcement

With regard to activity measures 12-14, NHTSA noted the "challenges of identifying and collecting objective and reliable measures of law enforcement activity." Therefore, NHTSA and the Governor's Highway Safety Association (GHSA) will work in partnership with the Pacific Institute for Research and Evaluation (PIRE) to: "convene an expert panel, review existing measures, formulate and test potential measures, and identify methods that meet accuracy, reliability, and feasibility requirements."

However, for the short-term, with the release of new performance measures for the states, OHSP has already begun inte-

Continued on page 3 >

SAFETY Network

More than 700 arrested for drunk driving during end-of-summer crackdown

Most Michigan motorists heeded warnings not to drink and drive during a statewide impaired driving crackdown in August, as law enforcement agencies reported a decline in arrests and citations compared to last year's enforcement effort.

According to statistics reported for the *Over the Limit. Under Arrest.* crackdown, Michigan law enforcement officers arrested 770 motorists for drunk driving and cited another 538 for other alcohol-related offenses during the enforcement effort that concluded on Labor Day. During a crackdown held at the same time last

year, 1,002 individuals were arrested for drunk driving and another 513 were cited for other alcohol-related offenses.

Local police agencies, county sheriff's offices, and Michigan State Police posts across the state focused on drunk driving from Aug. 15 – Sept. 1 as part of the effort that was coordinated by the Michigan Office of Highway Safety Planning (OHSP). More than 230 law enforcement agencies in 55 counties utilized federal traffic safety funds for additional patrols during the crackdown.

According to the agencies reporting

statistics to OHSP, 24,462 vehicles were stopped. In addition to the alcohol arrests, there were 256 felony and 2,402 misdemeanor arrests. Officers also wrote 13,834 other traffic citations, issued 621 safety belt citations, and 159 child restraint citations.

Preliminary results show there were six traffic fatalities in Michigan over the Labor Day holiday weekend, two of which involved alcohol, according to the Michigan State Police, Criminal Justice Information Center. In comparison, 12 people died in traffic crashes during the 2007 Labor Day holiday weekend, two of which involved alcohol.



Continued from page 2 >

grating these benchmarks into our annual planning process for FY09 and FY10.

Performance will become a key factor in future funding awards as there will be greater expectations on the states to ensure that tax dollars are being used on proven activities and strategies that are likely to impact traffic fatalities, injuries, and crashes.

States will also have to be even more strategic about placement of limited programming dollars for all programs, including traffic enforcement, to address specific crash problems, times, and locations. As a result, funding in one program year does not guarantee funding for the next. States are expected to apply federal funding where limited dollars can (1) Have the greatest impact on identified performance measures, and; (2) Produce the highest levels of productivity.

Lastly, states that strive to be successful will have to justify program costs to NHTSA and a Congress that will be under ever-increasing pressure to eliminate marginal or non-performing programs. It will fall to state highway safety offices like OHSP, through the support and cooperation of our grant-funded partners, to provide concise evidence of project impact and productivity. Written documentation that quantifies

the value and benefit of traffic safety programs is essential in an environment that will be even more competitive for limited resources.

While we can and will continue to make progress toward reducing traffic fatalities

and injuries, it will require a more strategic and thoughtful approach when it comes to documentation of program performance and accountability.

TIPS FOR GRANT REPORTING

>> *Take the grant reporting process seriously. Grant reporting is not an exercise just for the state/federal "bean counters." While we continually try to streamline the grant reporting process, this is how states justify, to federal agencies and Congress, the continued funding of traffic safety programs. We will market your good work down the line, but you have to report it so we can promote your accomplishments.*

>> *Report quickly/accurately. Make sure data/information is compiled quickly so that all federally-funded grant activity is represented and your project is not under-reporting your accomplishments.*

>> *Include "anecdotal" information. If you receive letters or emails from local stakeholders that document the importance/accomplishments of your project, include those in your report. Take credit for everything that your project accomplishes.*

>> *Document Value-Added*

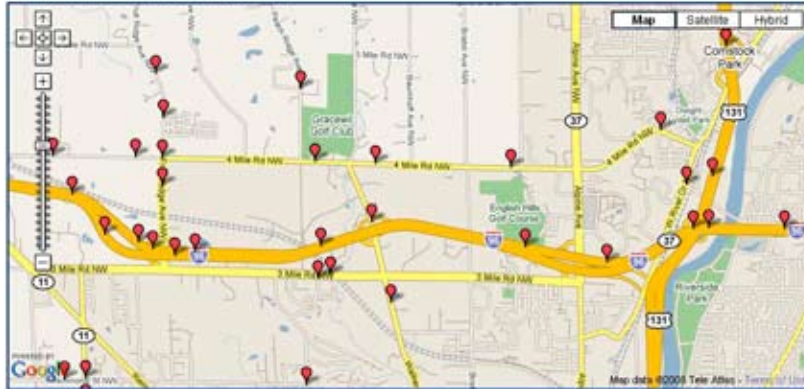
Achievements. If your project results in benefits not directly related to the original purpose of the project, document it. For example, if your traffic enforcement grant results in the apprehension of a top ten wanted fugitive, or results in a large drug seizure, be sure to provide that information. If a child car-seat recipient from your project is saved in a serious car crash (it's happened before), notify us.

>> *Keep those downstream informed. There are always individuals in your agency or organization that are not directly related to your project but their support is vital for success, clerical/support staff, financial staff, even front line supervisors and staff. Since the chances are that they already have enough work to do, make sure you educate them on the purpose of the project, the necessity of timely and accurate reporting, and the importance of the project to your agency.*

SAFETY Network

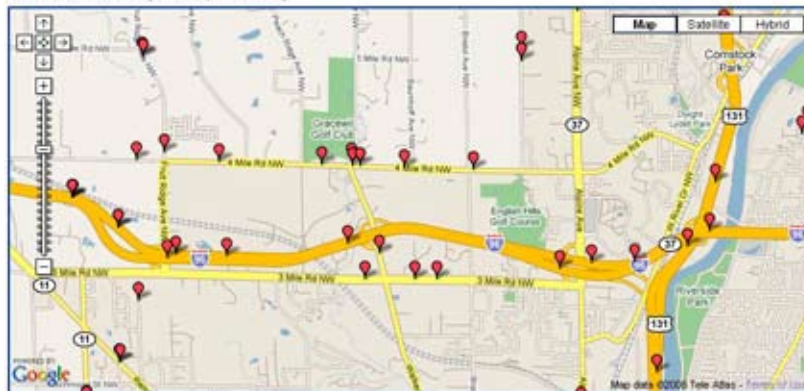


2005 crashes in the county of Kent filtered by CRASH: DEER INVOLV/ASSOC (This crash involved a deer) and ACCIDENT MONTH (October, November)



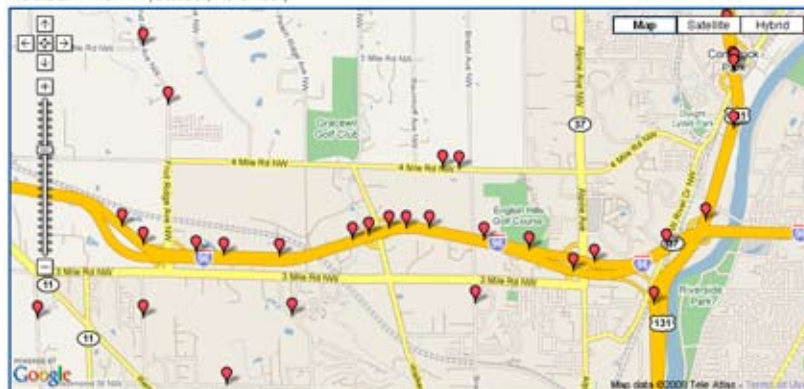
There were 796 crashes matching your search. We were unable to plot 3 on the map. Why? View a list.
Get Crash Reports for these 796 crashes

2006 crashes in the county of Kent filtered by CRASH: DEER INVOLV/ASSOC (This crash involved a deer) and ACCIDENT MONTH (October, November)



There were 812 crashes matching your search. We were unable to plot 4 on the map. Why? View a list.
Get Crash Reports for these 812 crashes

2007 crashes in the county of Kent filtered by CRASH: DEER INVOLV/ASSOC (This crash involved a deer) and ACCIDENT MONTH (October, November)



There were 802 crashes matching your search. We were unable to plot 3 on the map. Why? View a list.
Get Crash Reports for these 802 crashes

Continued from page 1 >

www.michigantrafficcrashfacts.org using the crash variable DEER INVOLVED.

The tool contains data from 2004 to 2007 and a series of maps can be created to see the changes in the crash pattern over time. This example uses Kent County, which is typically ranked No. 1 in deer crashes in the state, and focuses in on a small area of the county to see the individual crashes that happened in October and November from 2005 to 2007.

1. Choose YEAR = 2005
2. Choose ANALYSIS LEVEL = Crash
3. Choose GEOGRAPHIC FILTER = County and then choose Kent
4. Choose TABLE/MAP FILTERS = Crash: Deer Involv/Assoc and then click on This crash involved a deer
5. Choose TABLE/MAP FILTERS = Accident Month and then choose October and November
6. Map the search

Once the first year's query has been created, utilize the "refine query" button to change the search year.

The three resulting maps are shown on the left.

SAVE THE DATE



Traffic Safety Summit is March 24-26

The Michigan Office of Highway Safety Planning (OHSP) is hosting the 14th Annual Michigan Traffic Safety Summit, March 24-26, 2009, at the Kellogg Center in East Lansing.

Please visit www.michigan.gov/ohsp for future updates.

SAFETY Network

Former OHSP director Haseltine presented award for lifetime of service to highway safety

The inaugural Kathryn J.R. Swanson Public Service Award was presented to former Michigan Office of Highway Safety (OHSP) Director Phil Haseltine at the Governors Highway Safety Association (GHSA) awards ceremony during GHSA's Annual Meeting in September.

The Swanson Award recognizes the lifetime of service of Kathy Swanson, former head of the Minnesota Office of Traffic Safety and chairman of GHSA. Swanson was a dedicated public servant whose strong commitment to highway safety guided her throughout her career.

Haseltine embodies what Swanson most passionately stood for: occupant protection, sensible solutions to saving lives, and strengthening safety organizations to achieve ambitious goals.

Throughout his career, Haseltine has done much of the "leg" work that was required to successfully enact safety legislation. He was deeply involved in booster seat and seat belt legislation and was most recently credited for helping Mississippi and Alaska enact primary seat belt laws.

Haseltine began his career in highway safety with OHSP, where he worked for thirteen years, serving as the executive director from 1979 to 1983. While serving as director of the Michigan office, he became involved with the National Association of Governors Highway Safety Representatives (NAGHSR), now the GHSA. His colleagues elected him chairman of the organization, a position he held for three terms.

Haseltine was instrumental in starting up the annual Lifesavers Highway Safety Conference, which just celebrated its 26th anniversary. The first Lifesavers conference was held in Michigan under his leadership. His efforts have been significant in helping Lifesavers become a major annual traffic safety event with more than 2,000 attendees, and he continues to be an active member of the Lifesavers Planning Committee.

As GHSA chairman, Haseltine also took a lead role in advancing the national highway safety agenda in Washington, DC. In 1983, his leadership and expertise in national highway safety policy led to his being named the Deputy Assistant Secretary of Transportation for Policy and International Affairs at the U.S. Department of Transportation. He held this position until 1988.

lawmakers, and the public about motor vehicle occupant protection and other traffic safety issues.

Haseltine is well-known for his ability to bring together disparate groups to address difficult safety issues and has hosted numerous leadership conferences on increasing seat belt and child restraint use. He served as moderator for the U.S. DOT's Blue Ribbon Panel on Child Restraints and



Pictured left to right: Troy Costales, Administrator of the Oregon Transportation Safety Division and GHSA award's luncheon master of ceremonies; Phil Haseltine; Kate Voegelé, singer and actress - and GHSA special guest; and Earl Rook, husband of Kathryn J.R. Swanson.

During this same period, Haseltine helped then Secretary of Transportation Elizabeth H. Dole craft the landmark federal safety standard that required air bags and encouraged states to pass safety belt and child passenger safety laws.

Following his service to Secretary Dole, Haseltine served as Chief of Staff to U.S. DOT Secretary James Burnley. He functioned as the liaison between the Secretary's office and the White House as well as the operating agencies within the Department of Transportation.

In 1988, Haseltine became president of the Automotive Coalition for Traffic Safety, where he directed the organization's efforts to educate policymakers,

Vehicle Compatibility, which is credited with the introduction of LATCH (Lower Anchors and Tethers for Children). He also moderated a second Blue Ribbon Panel: Protecting Our Older Child Passengers, which encouraged states to enact booster seat laws.

In 2005, Haseltine was asked to serve as the manager of state legislative activities for the National Safety Council's Air Bag and Seat Belt Safety Campaign, where he went on to serve as executive director. In this role, Haseltine was influential in helping states pass primary enforcement safety belt laws, and he traveled the country to testify in front of state legislatures. Haseltine recently retired from ACTS.

SAFETY Network

Why Michigan Compiled Law 257.625(8) is important

By Kenneth Stecker

Traffic Safety Resource Prosecutor, Prosecuting Attorney's Association of Michigan

"Have one drink for the road" was once a commonly used phrase in American culture. But over the years, the dangers of drunk driving have been recognized.

Through the efforts of the National Highway Traffic Safety Administration (NHTSA), Office of Highway Safety Planning (OHSP), media, law enforcement, and community organizations such as Mothers Against Drunk Driving (MADD), the United States and Michigan have seen a decline in the number of individuals killed or injured due to drunk driving. It is now time that we focus on the similar dangers that can occur with "drugged driving."

Driving under the influence of any drug that acts on the brain most likely will impair one's motor skills, reaction time, and judgment. Drugged driving is a public health risk because it puts other drivers who share the road with the drugged driver in danger.

NHTSA reports that more than 17,000 people were killed in alcohol-related crashes in 2006. Studies also have found that drugs are used by 10 to 22 percent of drivers involved in crashes, often in combination with alcohol.

Further, research indicates that marijuana is the most prevalent illegal drug detected in impaired drivers, fatally injured drivers, and motor vehicle crash victims. Another drug implicated was cocaine. Evidence from both real and simulated driving studies indicates that marijuana can negatively affect a driver's attentiveness, perception of time and speed, and the ability to draw on information obtained from past experiences. Studies have found that many drivers who tested positive for alcohol also tested positive for THC, the active ingredient in marijuana.

According to NHTSA, motor vehicle crashes are the leading cause of

death among young people age 16 to 20. Results from the National Institute on Drug Abuse's Monitoring the Future survey indicated that, in 2006, more than 13 percent of high school seniors admitted to driving under the influence of marijuana in the two weeks prior to the survey.

Michigan recognizes drugged driving is a dangerous activity that places all of us in danger. In 2003, Michigan adopted an effective measure to attempt to prevent drugged driving on its highways—a *per se* drugged driving law.

Michigan recognizes drugged driving is a dangerous activity that places all of us in danger. In 2003, Michigan adopted an effective measure to attempt to prevent drugged driving on its highways—a per se drugged driving law.

Michigan Compiled Law 257.625(8) prohibits a person from operating a vehicle with any amount of a Schedule 1 drug or cocaine in his or her body. Schedule 1 drugs are defined as having no medical benefit and include narcotics such as heroin, hallucinogens such as LSD and peyote, marijuana, and ecstasy. The penalties for this offense would be the same as for an Operating While Intoxicated (OWI) offense.

Prosecutors in Michigan have successfully faced a number of challenges involving MCLA 257.625(8). Two of the most compelling cases are *People v. Derror* and *People v. Kurts*. These cases were consolidated on appeal before the Michigan Supreme Court.

In the first case, the defendant, Delores M. Derror, was driving east on snow-and slush-covered M-72 when she crossed into oncoming traffic and collided with another vehicle, killing the front-seat passenger, paralyzing two children in the rear seat, and injuring a third child. The crash occurred at approximately 6 p.m. Derror admitted that she had smoked marijuana earlier that day. Two blood samples were taken. The first blood sample reflected 38 nanograms of 11-carboxy-THC per milliliter, and the second contained 31 nanograms of 11-carboxy-THC per milliliter. Derror was charged with operating a motor vehicle with the presence of a Schedule 1 controlled substance in her body, causing death and serious injury, under MCLA 257.625(4), (5), and (8).

In the second case, defendant Dennis Kurts was stopped for driving erratically. The officer smelled the odor of alcohol on Kurts. Kurts also had glassy, blood-shot eyes. Kurts admitted to consuming two beers. During a pat-down search, the officer found a marijuana pipe in Kurts' pocket. Kurts then admitted that he had smoked marijuana a half-hour earlier. A blood sample was taken and tests revealed that his blood contained eight nanograms of 11-carboxy-THC per milliliter and 0.07 grams of alcohol per 100 milliliters. Kurts was charged with operating a motor vehicle while intoxicated, third offense, MCL 257.625(9); and operating a motor vehicle with the

Continued on page 7 >



SAFETY Network

New laws expected to improve safety in Michigan road construction work zones

Governor Jennifer M. Granholm recently signed two new laws into effect that will provide stiffer penalties for injuring or killing another person in a Michigan road construction work zone. The legislation (Public Acts 296 and 297 of 2008) will impose fines of up to \$7,500 and fifteen years in jail, for motorists who injure or kill anyone in a road construction work zone.

Previously, under Andy's Law, similar penalties were applicable if a motorist injured or killed a road (or highway) worker.

According to crash statistics, 95 percent of the fatalities that occurred in work zones in 2007 involved motorists and their passengers.

House Bill 4468 (2008 PA 296) extends the penalties to motorists who hit anyone in a work zone, and House Bill 4469 (2008 PA 297) provides sentencing guidelines for motorists who cause injury or death to another person in a work zone.

More detailed information about the new legislation is online at www.legislature.mi.gov.

Continued from page 6 >

presence of a Schedule 1 controlled substance in the body, MCL 257.625(8).

The defendants argued in both cases that the Legislature did not intend to include 11-carboxy-THC as a Schedule 1 controlled substance because it has no pharmacological effect on the human body. The Michigan Court of Appeals agreed with the defendants' position. The prosecutors in both cases appealed.

The Michigan Supreme Court ruled as follows:

11-carboxy-THC, derivative of marijuana found in defendants' blood, constituted Schedule 1 controlled substance;

Operation of vehicle with presence of Schedule 1 controlled substance causing death or serious impairment of bodily function did not require proof that defendants knew they were or might be intoxicated;

Michigan Compiled Law 257.625(8) was not unconstitutionally vague; and

Michigan Compiled Law 257.625(8) was rationally related to government's objective to prohibit person from driving after having ingested controlled substance.

The bottom line is that Michigan Compiled Law 257.625(8) strictly criminalizes the operation of a motor vehicle with

any measurable amount of controlled substances in the body.

This law allows police to investigate and prosecutors to charge and convict drugged drivers. This is especially helpful to law enforcement officers and prosecutors in cases where alcohol may not be present. Those who drive under the influence of drugs should not be allowed to think their actions are harmless.

Conviction of drugged drivers is not the only positive outcome of Michigan's *per se* law. Under the law, drugged drivers who are found guilty can be evaluated for drug dependence and offered counseling and treatment if necessary. This law sends a strong message to drugged drivers that they are not welcome on Michigan highways.

Details of the above-mentioned reports and studies can be found at www.dea.gov and www.nida.nih.gov and the National Highway Traffic Safety Administration Web site, www.nhtsa.dot.gov.

For more information on these cases and statutes and PAAM training programs, contact Kenneth Stecker, Traffic Safety Resource Prosecutor, at (517) 334-6060 or e-mail at steckerk@michigan.gov. Please consult your prosecutor before adopting practices suggested by reports in this article. The court

New federal rule requires seat belts on small school buses

New federal rules are meant to make the nation's 474,000 school buses safer by requiring higher seat backs, mandating lap and shoulder belts on small school buses, and setting safety standards for seat belts on large school buses, U.S. Secretary of Transportation Mary E. Peters recently announced.

Secretary Peters said the new rule requires all new school buses in America to be equipped with 24-inch-high seat backs, instead of the 20-inch-high seat backs required today. Higher seat backs will help prevent taller and heavier children from being thrown over the seat in a crash, decreasing the chance of injury to them and the children in front of them.

She added that all new school buses weighing less than five tons will be required to have three-point seat belts. She noted that the lap and shoulder belts better protect children in small buses, adding that smaller school buses are more vulnerable because they don't absorb shock as well as larger buses.

The Secretary said the federal government also was setting new standards for seat belts on large school buses. Standards will improve seat belt safety and help lower the cost of installing the belts. She cautioned, however, that seat belts on larger buses can limit capacity and force more students to walk or ride in cars to school, which is statistically more dangerous.

decisions in this article are reported to help you keep up with trends in the law. Discuss your practices that relate to these statutes and cases with your commanding officers, police legal advisors, and the prosecuting attorney before changing your practices in reliance on a reported court decision or legislative change.

SAFETY Network



Pictured are (l. to r.) Charles Koop, Prosecuting Attorneys Association of Michigan (PAAM) president, Homer Smith, MADD Michigan executive director, Kristin Bakker, Gratiot County's chief assistant prosecutor, David J. Wallace, former PAAM traffic safety resource prosecutor, and Michael L. Prince, Office of Highway Safety Planning director.

Wallace receives MADD lifetime achievement award

David J. Wallace was presented the William VanRegenmorter Award, Mother's Against Drunk Driving of Michigan Lifetime Achievement Award, during the prosecutors' annual state conference in August.

Wallace was honored for his many years as the Traffic Safety Resource Prosecutor (TSRP) for the Prosecuting Attorneys Association of Michigan, where he instructed prosecutors and law enforcement officers in Michigan on a variety of traffic safety topics, focusing on DWI and vehicular homicide cases. Wallace is also a former Calhoun County and Eaton County Assistant Prosecutor with more than fifteen years of active trial experience.

Wallace is a frequent lecturer across the country on DWI issues and was on the committee that revised several National Highway Traffic Safety Administration training manuals including Prosecution of Driving While under the Influence. He is also a member of the Traffic Injury

Research Foundation's "Working Group on DWI System Improvements." Wallace is the recipient of the National Commission Against Drunk Driving Adjudication Award for 2004, and a Governor's Highway Safety Association - Certificate of Commendation in July 2003.

Currently the director of the National Center for DWI Courts, Wallace works closely with DWI Courts across the country, as well as with government officials and legislators to establish more DWI Courts. These courts deal with hard core and repeat drunk driving offenders by providing long-term, ongoing accountability and rehabilitation in addition to a DWI conviction.



Bakker receives MADD Life Saver Award

Kristin Bakker, Gratiot County's Chief Assistant Prosecuting Attorney, was presented the Mothers Against Drunk Driving Life Saver Award for Prosecutors during the prosecutors' annual state conference. The award is given to recognize those who exhibit outstanding dedication and excellence in the prosecution of drunk drivers and in providing justice for drunk driving victims.

Bakker has worked for the Gratiot County Prosecutor's Office since 1994 and presently handles all serious traffic crash cases. She attended the first traffic crash reconstruction school offered to prosecutors by the Michigan State Police and has gained a tremendous amount of practical experience handling all sorts of traffic cases over the years.

Some of her most notable accomplishments include convictions in numerous negligent homicide cases by plea and after trial by jury. She has handled multiple fatalities involving motorcycle/vehicle, pedestrian/vehicle, and multiple vehicle crashes.

A recent case resulted in a conviction of Operating While Impaired Causing the Death and Serious Impairment in a case where the defendant had a .04 percent blood alcohol concentrate (BAC) two hours and twenty minutes after the crash. In this case, Bakker's use of expert testimony played a crucial role in the evidence offered at trial. Testimony about the measurable impairment due to alcohol on visual function and divided attention tasks as well as the estimated BAC at time of crash using both forward and retrograde extrapolation were key to getting a conviction.

SAFETY Network

November is key time for car-deer crashes

With the arrival of fall, motorists should be more aware of deer while traveling on Michigan roadways. October and November are two of the highest months for reported deer-vehicle crashes in the state, announced the Michigan Deer Crash Coalition (MDCC) during a recent news conference.

In 2007, there were 61,907 reported car-deer crashes in the state, up from 60,875 reported the previous year. However, the coalition notes, car-deer crashes may be under-reported, so actual numbers may be much higher. Last year, eleven motorists lost their lives in car-deer crashes, while another 1,614 persons were injured. In 2006, twelve motorists were killed and 1,676 were injured in similar crashes.

Motorcyclists are particularly vulnerable when involved in collisions with deer.

Seven of the eleven traffic fatalities involving deer in 2007 were motorcyclists. In 2006, nine motorcyclists died in deer-vehicle crashes.

Kent County once again topped the state's counties in number of car-deer crashes at 2,071. The remaining top four were Jackson (2,030); Oakland (1,876); Calhoun (1,802); and Ingham (1,689).

Although motorists should be aware of deer at all times, 80 percent of all car-deer crashes occur on two-lane roads between dusk and dawn.

The state has a 1.75 million-strong deer herd. Most deer are herd animals and frequently travel in single file. If one deer cross the road, chances are there are more nearby.

The MDCC, which was organized twelve years ago to draw attention to the state-

wide traffic safety issue, is dedicated to reducing car-deer crashes. The coalition reminds drivers that they should not swerve to avoid hitting a deer. Police statistics show that most motorist deaths and injuries occur when drivers swerve to avoid hitting the deer and strike an object, such as a tree or another vehicle. No one wants to see the deer destroyed, but striking the animal is often the safest action.

Other recommendations if a crash with a deer is unavoidable include:

- » Hold onto the steering wheel with both hands
- » Brake firmly and come to a controlled stop
- » Steer the vehicle off the road
- » Slow down if you see a deer as there may be more out of sight

U.S. seat belt use hits record level in 2008

More Americans are buckling up than ever before, with 83 percent of vehicle occupants using seat belts during daylight hours, U.S. Secretary of Transportation Mary E. Peters recently announced. In 2007, 82 percent used seat belts.

The National Highway Traffic Safety Administration (NHTSA) estimates that approximately 270 lives are saved for every one percent increase in belt use. Acting NHTSA Administrator David Kelly said a contributing factor for such historically high seat belt use is high-visibility law enforcement efforts, such as the *Click It or Ticket* campaign.

According to the report, 84 percent of passenger car occupants are buckling up. Even more people, 86 percent, are buckling up in vans and SUVs while pickup truck occupants buckled up 74 percent of the time.

The report finds that safety belt use increased or remained level in every region of the country, with the highest use being

reported in the West (93 percent), and the lowest in the Midwest and Northeast (79 percent). The South reported 81 percent.

The report reveals that states with primary belt laws are averaging about 13 percentage points higher for seat belt use (88 percent) than states with secondary laws (75 percent). In primary belt law states, officers can issue a citation for a seat-belt violation alone. In secondary law states, seat belt citations are allowed only after a stop for another violation.

The report also notes that belt use on expressways is now at an estimated 90 percent while belt use on lower-speed "surface" streets remains at 80 percent.

Seat belt use and other data are collected annually by NHTSA as part of the National Occupant Protection Use Survey. The latest survey, conducted in June of 2008, involved daylight observations of vehicle occupant behavior at more than 1,800 sites nationwide.



SAFETY Network

Michigan NETS to promote comprehensive workplace safety practices

Crashes in the workplace are costly. With the cost of labor and the expense of workers' compensation insurance, organizations should not overlook an unsafe work environment. According to a 2006 report by the University of Michigan Transportation Research Institute, "Societal Costs of Traffic Crashes and Crime in Michigan 2006," traffic crashes resulted in \$5.9 billion in monetary costs and \$12.4 billion in total costs.

The Michigan Network of Employers for Traffic Safety (NETS) program seeks to reduce the cost of crashes to employers through education, training, and information sharing. To that end, Michigan NETS participated in a Benchmark Study Group Conference on October 14-15, hosted by the National NETS and Safety Management Solutions. Safety Management Solutions, of Chicago, is a workplace safety consulting firm.

A series of annual benchmark surveys on corporate fleet safety has taken place for over ten years. The survey consists of twenty-seven questions regarding each participant's fleet safety program and policies. The answers are combined into a report that provides a comprehensive overview of fleet safety programs and policies among survey participants. The report also provides an opportunity to identify leaders and look for best practices to further promote occupational road risk management.

Survey participants represent a fleet population of 238,000 passenger vehicles, or 249,000 total vehicles (including some heavy, mid-weight and two-wheel vehicles). Total miles traveled is well over five billion passenger-vehicle miles, including miles traveled outside the U.S.

The commonalities or best practices among the top five companies with leading worldwide Accidents per Million Miles include:

- » Requiring seat belts and front air bags on all fleet vehicles
- » Requiring training for tenured drivers
- » Using a classroom format for driver training
- » Requiring reviews for on-the-job collisions
- » Involving immediate managers in collision reviews
- » Requiring follow-up action after collision reviews
- » Sharing lessons learned after collision reviews
- » Tracking common types of collisions
- » Presenting safe driving information at management presentations
- » Banning mobile-phone equipment while driving, including hands-free
- » Over the next year, Michigan NETS will market this comprehensive benchmarking process to minimize the loss of life, injuries, and economic costs of traffic crashes.



Hockanson is new Safe Kids Michigan coordinator



Heather Hockanson, child passenger safety specialist for the Michigan Department of Community Health (MDCH), has been named coordinator for Safe Kids Michigan.

Safe Kids Michigan is dedicated to preventing accidental childhood injury in Michigan and currently consists of the state coalition and twenty-three local coalitions/chapters. The state coalition is responsible for assisting in the implementation of community-based injury prevention programs; statewide dissemination of injury prevention information to children, parents and care givers, and organization of child passenger safety training programs.

Hockanson began her career with the MDCH as an intern in 1991, promoting safety belt use to preschoolers. As a full-time employee, she later worked on several childhood injury prevention programs including bike helmet promotion and child passenger safety (CPS). In 1998, Hockanson became one of the first CPS technicians in the country and the first CPS instructor in Michigan. As an instructor, she has worked to increase the number of technicians in the state to 950 by teaching more than 30 courses.

An avid volunteer with Safe Kids-Clinton County, Hockanson regularly helps inspect child safety seats. In 2003, Hockanson applied for and received one of two nationally awarded grants to promote booster seat use.

Jeff Spitzley, the former coordinator for Safe Kids Michigan, is now the Infant Health Unit Manager for MDCH's Maternal and Child Health Section.

SAFETY Network

"Fall back" safely and watch out for pedestrians and bicyclists



The Michigan Department of Transportation is reminding motorists, pedestrians, and bicyclists that the return to standard time, which took effect on Sunday, Nov. 2, means it will get dark one hour earlier now that we have "fallen back."

Research from the University of Michigan Transportation Research Institute confirms that pedestrians are more at risk of serious injury from a motor vehicle crash in the weeks following a return to standard

time. The most dangerous time is the first hour of darkness.

Last year, 2,013 pedestrians (down from 2,096) were injured and 134 killed (down from 137) as a result of crashes involving motor vehicles. This crash data places Michigan among the top 15 states in the nation with the highest pedestrian/vehicle rates.

New Ford feature designed to keep teen drivers safer

Ford Motor Company is introducing an innovative new technology—called MyKey—designed to help parents encourage their teenagers to drive safer and more fuel efficiently, and increase safety belt usage.

Ford's MyKey feature—which debuts next year as standard equipment on the 2010 Focus coupe and will quickly become standard on many other Ford, Lincoln, and Mercury models—allows owners to program a key that can limit the vehicle's top speed to 80 miles per hour and set the vehicle's maximum radio volume. MyKey also encourages safety belt usage through chimes and muting the radio until safety belts are fastened, provides earlier low-fuel warnings, and can be programmed to sound chimes at 45, 55, and 65 miles per hour.

MyKey is appealing to parents of teen drivers, including 75 percent who like the speed-limiting feature, 72 percent who like the more insistent safety belt reminder, and

63 percent who like the audio limit feature, according to a recent Harris Interactive Survey conducted for Ford.

About 50 percent of those who would consider purchasing MyKey also said they would allow their children to use the family vehicle more often if it were equipped with the new technology. More than half of parents surveyed worry that their teenage children are driving at unsafe speeds, talking on hand-held cell phones or texting while driving, or otherwise driving distracted. More than a third of parents also are concerned that their teens do not always buckle their safety belts when driving.

According to the National Highway Traffic Safety Administration (NHTSA), teens are more likely to take risks such as speeding – a contributing factor in 30 percent of all fatal crashes. Teens also are less likely to wear safety belts than older drivers.



Teens surveyed by Harris said they are largely open to MyKey if it means they will have more freedom to drive. Initially, 67 percent of teens polled said they wouldn't want MyKey features. However, if using MyKey would lead to greater driving privileges, only 36 percent would object to the technology.

What's Ahead

DECEMBER

National Drunk & Drugged Driving Prevention Month (3D Month)

www.stopimpaireddriving.org

13-31 Drunk Driving. Over the Limit. Under Arrest. Crackdown

www.stopimpaireddriving.org/

SAFETY Network

OHSP Staff:

Contact	Program Area	Phone	E-mail
Michael L. Prince	Director	(517) 333-5301	princem@michigan.gov
Deborah Sonnenberg	Executive Secretary	(517) 333-5301	sonnenbD@michigan.gov
SAFETY PLANNING AND ADMINISTRATION			
Kathy Farnum	Senior Section Chief	(517) 333-5316	farnumk@michigan.gov
Pat Carrow	Safe Communities, School Bus, Mature Drivers, Pedestrians	(517) 333-5315	carrowp@michigan.gov
Steve Schreier	Engineering, Crash Data, Commercial Motor Vehicles	(517) 333-5306	schreies@michigan.gov
Pietro Semifero	Information Collection and Analysis	(517) 333-5320	semiferp@michigan.gov
Arlene Turner	Secretary	(517) 333-5334	turnera@michigan.gov
COMMUNICATIONS			
Anne Readett	Section Chief	(517) 333-5317	readetta@michigan.gov
Jonathan Benallack	Graphic Designer	(517) 333-5992	benallackj1@michigan.gov
Kim Harris-Burrows	Secretary	(517) 333-5325	harriskk@michigan.gov
Elaine Keilen	Secretary	(517) 333-5325	keilene@michigan.gov
Alyson Kechkaylo	Media Relations and Outreach	(517) 333-5304	kechkayloa@michigan.gov
Lynn Sutfin	Public Information and Marketing	(517) 333-5754	sutfinl@michigan.gov
FINANCIAL MANAGEMENT			
Kim Kelly	Section Chief	(517) 333-5305	kellykw@michigan.gov
Julie Roth	Secondary Road Patrol	(517) 333-5333	rothj3@michigan.gov
Sandy Eyre	Secretary	(517) 333-5303	eyres@michigan.gov
Karen Richardson	Accounting Technician	(517) 333-5332	richardk@michigan.gov
Spencer Simmons	Accountant	(517) 333-5326	simmonssj@michigan.gov
PROGRAM MANAGEMENT			
Deborah Savage	Section Chief	(517) 333-5324	savaged@michigan.gov
Jamie Dolan	Upper Peninsula Traffic Safety Coordinator	(906) 225-7036	dolanj@michigan.gov
Pat Eliason	Police Traffic Services Coordinator	(517) 333-5318	eliasonp@michigan.gov
Jason Hamblen	Impaired Driving, Motorcycle Safety, Adjudication	(517) 333-5319	hamblenj@michigan.gov
Michael Harris	Law Enforcement Liaison Coordinator	(517) 333-4417	harrismichael@michigan.gov
Dianne Perukel	Youth Alcohol, Bicycle Safety, Young Drivers	(517) 333-5337	perukeld@michigan.gov
Brenda Roys	Grants Technician	(517) 333-5302	roysb@michigan.gov
Alicia Sledge	Occupant Protection, Child Passenger Safety, EMS	(517) 333-5321	sledgea@michigan.gov
Dan Vartanian	Corporate Outreach, Network of Employers for Traffic Safety	(517) 333-5322	vartanid@michigan.gov

Safety Network is published by the
Michigan Office of Highway Safety Planning
Editor: Lynn Sutfin
Designer: Jon Benallack

Office of Highway Safety Planning
4000 Collins Road, P.O. Box 30633
Lansing, MI 48909-8133
(517) 336-6477